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The original scope of this project was to determine the accident impact of median striping and double fine zone regulation on 2 and 3 lane conventional roads. However, several other improvement projects were implemented on the test segment (state route 37) that was intended to be used for this study. The combination of many other improvements including road widening, installation of concrete median barrier and rumble strip, and shoulder widening made it impossible to determine the impact of median striping. Therefore, the scope of the study was changed. It was decided to examine the impact of the double fine zones legislation and median striping on road safety be studied in separate reports. This change in scope of the project made it possible to select additional road segments that had received enhanced enforcement double fine zone treatment.

This report provides an accident analysis and enhanced enforcement impact of double fine zone on three pilot projects in California. It was determined that the double fine zone regulation appear to be producing decreases in fatal and injury accidents but that more accident data, additional road segments with enhanced enforcement double fine zone, and some comparison highway sites are needed to be considered in future research to assess with a reliable level of certainty the effectiveness of this regulation.

The safety evaluation of median striping will be investigated in a separate report entitled "State Route 37 Safety Evaluation Report".

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7. Key Words Double fine zone, Before, after, caseload, enforcement	1a Distribution Statement		
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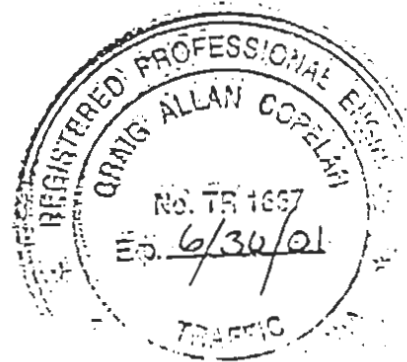
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Table of Contents

EXECUTIVE SUMMARY.....	1
Introduction	1
Findings and conclusions	2
BACKGROUND	4
METHODOLOGY	5
ENFORCEMENT DATA	6
1. The double fine citation trends	7
2. Legislation affecting double fine zones.....	8
3. Enforcement policies affecting number of citations issued.	8
4. Special CHP projects affecting enforcement.	8
5. CHP personnel data affecting enforcement.	9
ACCIDENT DATA ANALYSIS	9
<u>Sonoma county, SR 37</u>	13
<u>Solano county, SR 37</u>	13
<u>Contra Costa county, SR 4</u>	13
<u>San Luis Obispo County Municipal Court</u>	14
<u>South Orange county - SR 74</u>	14
<u>Paso Robles Municipal Court</u>	15
DISCUSSION	16
RECOMMENDATIONS	17
APPENDIX.....	18
SB 414 CHAPTERED 10/13/95.....	19

SB 1367 CHAPTERED 09/13/96.....	23
AB 116 CHAPTERED 09/27/96.....	26
AB 827 CHAPTERED 10/06/97.....	41

List of Figures and Tables

<u>Figure</u>	Page
Figure 1 Total Number of Citations Issued	7
Figure 2 Total Accident Rate on Double Fine Zones	11
Figure 3 Fatal + Injury Accident Rate on Double Fine Zones	12

<u>Table</u>	
Table 1. Double Fine Zone Pilot Projects	5
Table 2. Total Accident Rate before and After Double Fine Zone	10
Table 3. Fatal + Injury Accident Rate before and After Double Fine Zone	10
Table 4. Citations Filed at San Luis Obispo County Municipal Court	14
Table 5. Total citations including infractions & misdemeanors	15
Table 6. Traffic violation citations in Paso Robles Municipal Court	15

Executive Summary

Introduction

On October 12, 1995, Governor Wilson signed into law Senate Bill 414 (Thompson, Chapter 841, Statutes of 1995). The bill required the California Department of Transportation, in consultation with the Department of the California Highway Patrol, to establish three pilot projects, two in northern California, and one in southern California; with the highways designated and identified as Safety Enhancement-Double Fine Zones (Double Fine Zone). The bill doubled fines for specified violations relating to rules of the road. For misdemeanors, the bill increased fines if the violation was committed by the driver of a vehicle within a double fine zone. The intent of the bill was to improve traffic safety by implementing significantly higher fines as deterrents. Those highways initially involved are portions of:

- (a) Route 74 in Orange county, between Route 5 and the Riverside-Orange county line.
- (b) Route 4 in Contra Costa county, between the Cummings Skyway and Route 80.
- (c) Route 37 in Sonoma/Solano counties, between Route 121 and Route 29.

Subsequent legislation SB 1376 (O'Connell) which was signed on September 12, 1996 added two more segments:

- (d) Route 46 in San Luis Obispo county, between Route 101 and Route 41, and
- (e) Golden Gate Bridge on Route 101 in San Francisco and Marin counties.

Legislation enacted in October of 1997 legislative session, AB 827, required Caltrans to add an additional double fine zone segment:

(f) Route 12 in Solano county between Walters Road in the city of Suisun and lower Sacramento Road in the city of Lodi. This segment was excluded from this study due to lack of sufficient accident and enforcement data.

A complete text of the legislation affecting double fine zones is provided in the Appendix.

Findings and conclusions

Accident and enforcement data as well as other factors (including road construction improvement projects, traffic control measures, special enforcement programs, events, changes in speed limit, and weather conditions) that could influence the results of this analysis were considered for each of the five pilot projects. It was discovered that significant traffic operational improvements have resulted on Routes 37 and 46 due to recent construction projects. The scope of these construction projects included installation of concrete barrier, lane striping, shoulder widening, rumble strip in the centerline, and rumble strip in the road shoulders. The CHP Office of Special Projects (OSP) and CHP Office of Special Representatives (OSR) have also been involved in a number of programs that impacted the evaluation of the Route 37, and Route 46 double fine zone. The Augmented Compliance Effort (ACE) and the Speed Compliance and Occupant Restraint Enforcement (SCORE) programs along with the Corridor Safety Project on Route 41/ 46 are programs noted by CHP that may have impacted the analysis. CHP has also established the Radar Speed Enforcement Campaign over Route 46 and Route 41 which is designed to assist with traffic law enforcement. These programs made it impossible to discern the safety effect of doubling the fines from the effect of roadway improvements for the Route 37 and Route 46 double fine zone projects. Therefore these two segments were excluded from the analysis.

Within the three remaining double fine zones, when comparing average accident rates for three years before the installation of the double fine zones with the one

year of data available after their installation, a reduction in the total accident rate of between 11 to 37 percent was noted. The reduction for Fatal plus Injury accident rate was 13 to 47 percent. Caution should be exercised in interpreting these results, as accident rates within any given year can change for a variety of reasons. Analysis of accident data is typically done by using three years of before data and three years of after data due to the random nature of accident occurrence. It is the intent of Caltrans to continue monitoring the accident history at these locations until more information is available for use in determining the effectiveness of the double fine zone.

Background

On October 12, 1995, Governor Wilson signed into law Senate Bill 414 (Thompson). The bill required the Department, in consultation with the Department of the California Highway Patrol (CHP), to develop three pilot projects in California with the highways involved in the projects designated and identified as double fine zone.

The bill doubled fines for specified violations relating to rules of the road. For misdemeanors, the bill increased fines if the violation was committed by the driver of a vehicle within a double fine zone. Those highways involved are portions of:

- (a) Highway 74 in Orange county;
- (b) Highway 4 in Contra Costa county;
- (c) Highway 37 in Sonoma/Solano counties.

SB- 414 required Caltrans to report to the Legislature on January 1, 1998, on the results of these pilot projects including the impact on highway safety.

Subsequent legislation Senate Bill 1367 (O'Connell, Chapter 488, Statutes of 1996) signed by Governor Wilson in September 1996, added two more segments:

- (d) Route 46, between Route 101 and Route 41 in San Luis Obispo county
- (e) Golden Gate Bridge in San Francisco and Marin counties.

In a letter dated July 1, 1996 to Mr. James van Loben Sels, Director of California Department of Transportation, Senator O'Connell requested that the Department include in the report to the Legislature an evaluation of the caseload change to the court system as a result of enforcing the double fine zones.

AB 116 (Speier) signed by Governor Wilson in September 1996, provided an exemption to various state and local agencies for reports that were required to be

submitted to the legislature until October 1, 1999. The report on the enhanced enforcement zones was one of the reports included in this legislation.

Legislation enacted in October of 1997, AB 827 (Thompson, Chapter 709, Statutes of 1997), required Caltrans to report to the Legislature on the results or effectiveness of the double fine zone pilot projects by January 1, 1998.

Furthermore, AB 827 requires Caltrans to add a designated portion of Route 12 to the double fine zone segments. Because of the relatively short time since the passage of this legislation it was not possible to include this segment in the study due to lack of sufficient accident and enforcement data.

Methodology

This report analyzed accident data, number and types of violations, and the impact on court caseload as a result of the implementation of double fine zones. Five pilot projects were considered in the initial evaluation but three were included in the final analysis. Table 1 provides information on the five pilot projects.

Table 1. Double Fine Zone Pilot Projects

Caltrans District	Route	Begin Post Mile	End Post Mile	Date Established
4	37	Sonoma 3.81	Solano 8.26	12/19/95
4	4	Contra Costa 1.05	Contra Costa 4.47	12/19/95
12	74	Orange 2.00	Orange 16.6	12/19/95
4	101	San Francisco 9.6	Marin 0.495	1/10/96
5	46	San Luis Obispo 29.76	San Luis Obispo 48.63	9/13/96

Accident and enforcement data and a number of other factors including construction improvement projects, traffic control measures, special enforcement

programs, special events, changes in speed limit, and weather conditions were considered in the evaluations.

Enforcement data was requested from CHP to evaluate a correlation that might exist between enforcement and accident occurrence. Accident records for the highway segments were retrieved from Caltrans' Traffic Accident Surveillance and Analysis System. Accidents occurring within the appropriate post mile limits during the three years before and one year after periods were obtained. Three years of accident data before the implementation of the double fine zone was compared to the one year of accident data available after implementation of the double fine zone legislation. Both the enforcement and accident data are summarized and analyzed in the following sections.

Enforcement data

In an effort to exclude the extraneous factors related to enforcement of traffic regulations on the double fine zone limits, the following information was requested from CHP.

1. The double fine citation statistics for 1992 through the present time identified by road beat number and by quarter.
2. Any legislation that was reviewed or analyzed by the CHP which would have affected these double fine zones.
3. Any CHP enforcement policies which may have affected the number of citations issued from 1992 through 1995 and 1996 forward.
4. Any information on special CHP projects that may have affected enforcement during 1992-95 and 1996 forward.

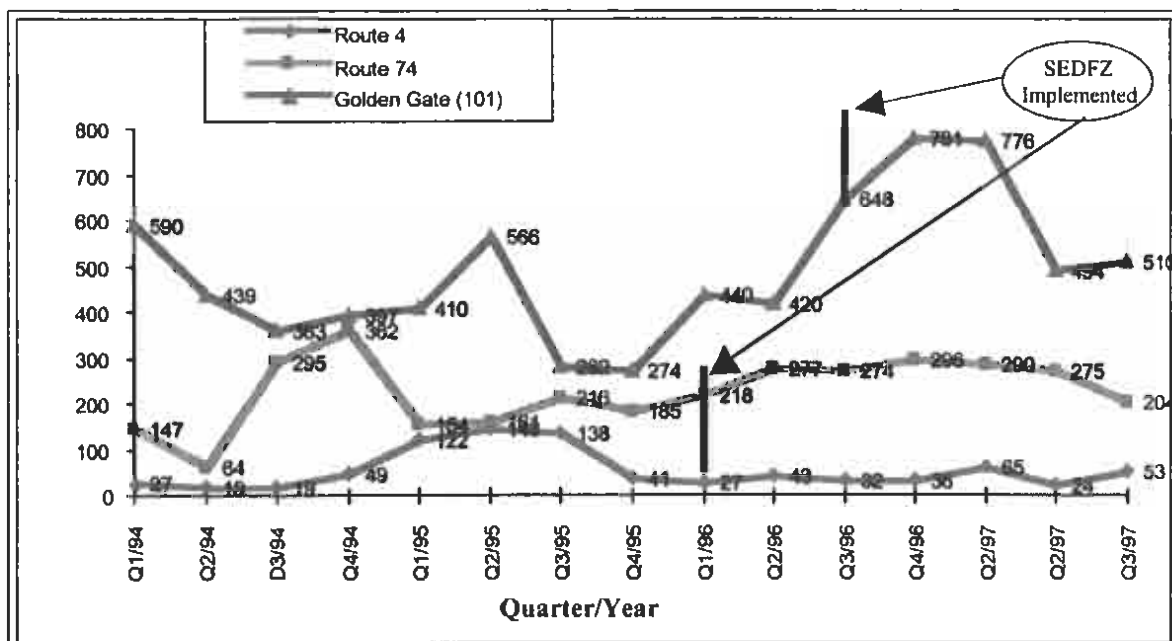
5. Any CHP personnel data that would affect enforcement in the double fine zones (i.e. number of officers assigned to the specific road beats from 1992 through 1995 vs. assignments during 1996 forward).

CHP's responses to the requests for information were as follows:

1. The double fine citation trends

The CHP citation data is categorized by specific California Vehicle Code violations which are cited by the officers on the CHP form 215, Notice to Appear, and from information provided by Allied Law Enforcement Agencies with jurisdiction over portions of the roadways. Figure 1 provides a graphical representation of number of citations issued by CHP for three double fine zone projects before and after implementation of enhanced enforcement zones.

Figure 1. Total Number of Citations Issued



There was an increase of 20.5 percent in the number of citations issued on the Golden Gate Bridge (648 to 781) after implementation of the double fine zone in

1996 and through the first quarter of 1997. By the third quarter of 1997, the number of citations dropped 24 percent below the level before implementation of double fine zone. Comparison of the before and after citation numbers for Route 74 shows an initial increase of 57 percent after implementation of double fine zone, but the increase levels off to just 10 percent above the level before the implementation of double fine zone. For Route 4, there was a significant decrease of 75 percent in the number of citation issued in the first three quarters of 1995 compared to the corresponding period in 1996. However, this decrease started to occur six months before the implementation of the double fine zone.

Note that there are significant variations in the before period citation trends for all three double fine zone projects. Additional data will be needed to develop a more reliable interpretation of the trends for citations and to draw a correlation if any between the number of citations issued and accident occurrence on the double fine zone segments.

2. Legislation affecting double fine zones.

CHP staff from the Office of Special Representative reported no additional legislation (except for the bills that created the double fine zones) that might directly impact enforcement on roadways by specified road beats.

3. Enforcement policies affecting number of citations issued.

Staff from CHP's Office of Research and Planning (ORP) were not aware of any statewide law enforcement policy changes that would specifically affect the roadway segments within the double fine zones. The only recent statewide changes that could affect statistical data might be the change from nationwide speed limits of 55 m.p.h. to 65 m.p.h. on freeways.

4. Special CHP projects affecting enforcement.

CHP staff from OSP and ORP have been involved with a number of programs that could affect the analysis of the effectiveness of double fine zones. For

example, OSP has worked with the Office of Traffic Safety to develop specially funded projects that provide additional patrols or overtime hours for certain roadways with high accident rates. During 1991 through the present, OSP developed, monitored, analyzed and/or prepared reports on six projects that involved segments of Route 37 and 46. Three of the six projects were identified as having a potential impact on the evaluation of the effectiveness of the double fine zone. The projects were as follows:

- Augmented Compliance Effort (ACE)
- Speed Compliance and Occupant Restraint Enforcement (SCORE)
- Corridor Safety Project (CSP) on Route 41/46

5. CHP personnel data affecting enforcement.

Operational concerns could vary daily from one CHP officer to another. Factors which could affect enforcement within double fine zone are as follows:

- Seasonal traffic volume or potential for accidents within a road beat.
- Availability of officers for a shift (vacation/sick leave for any one of three shifts), weather conditions
- Special circumstances
- Availability of vehicles,
- Officer court appearance schedules,
- Training requirements

Based upon the comments received from CHP, and, considering other key factors (i.e. construction improvement projects by Caltrans) it was decided to exclude two of the five pilot projects; Route 37 and Route 46 from the analysis.

Accident data analysis

The possibility of construction improvement projects and other traffic operational improvement measures having an impact on the double fine zone pilot projects was evaluated. It was determined that during implementation of double fine zone legislation, construction improvement projects, which included installation of concrete barrier, lane striping, shoulder widening, rumble strip in the centerline, and rumble strip in the shoulders, were being implemented on Route 37 and Route 46. These projects have a significant impact on the traffic operations and accident occurrence within the double fine zone segments on these two routes. These improvements made it impossible to separate the effect of doubling the fines within the enhanced enforcement zone from the effect of the roadway improvements within the double fine zone. Therefore, the two projects were excluded from the analysis.

Summary of accident rates on the remaining three double fine zone projects, are presented in Table 2 and Table 3. The analysis here is based on accident rates (accidents per million vehicle miles) in order to take into account the change in the amount of travel on the road segment.

Table 2. Total Accident Rate Before and After Double Fine Zone

Before: 1/1/93 - 12/31/95 After : 1/1/96 - 12/31/96	Route 4	Route 74	Route 101
Before	1.07	1.45	1.63
After*	0.95	1.23	1.03
% Reduction	11%	15%	37%

Table 3. Fatal + Injury Accident Rate Before and After Double Fine Zone

Before: 1/1/93 - 12/31/95 After : 1/1/96 - 12/31/96	Route 4	Route 74	Route 101
Before	0.51	0.71	0.62
After *	0.35	0.62	0.33
% Reduction	31%	13%	47%

* Time period for route 101 (Before = 30 months, After = 10 months)

Table 2 shows a reduction in *total* accident rate between 11 to 37 percent. The reduction for *Fatal + Injury* accident rate is from 13 to 47 percent as shown in Table 3. Caution should be exercised in interpreting these results as accident rates can change for a variety of reasons. Analysis of accident data is typically done using three years of before data and three years of after data due to the random nature of accident occurrence. The accident data for the two projects (Route 4 and Route 74) included one year of data and for Route 101 was limited to 10 months of accident data. Graphical data from the tables has been plotted in Figure 2 and Figure 3.

It is the intent of Caltrans to continue to monitor the accident history at these locations until more information is available to use in determining the effectiveness of the double fine zone.

Figure 2 Total Accident Rate on Double Fine Zone

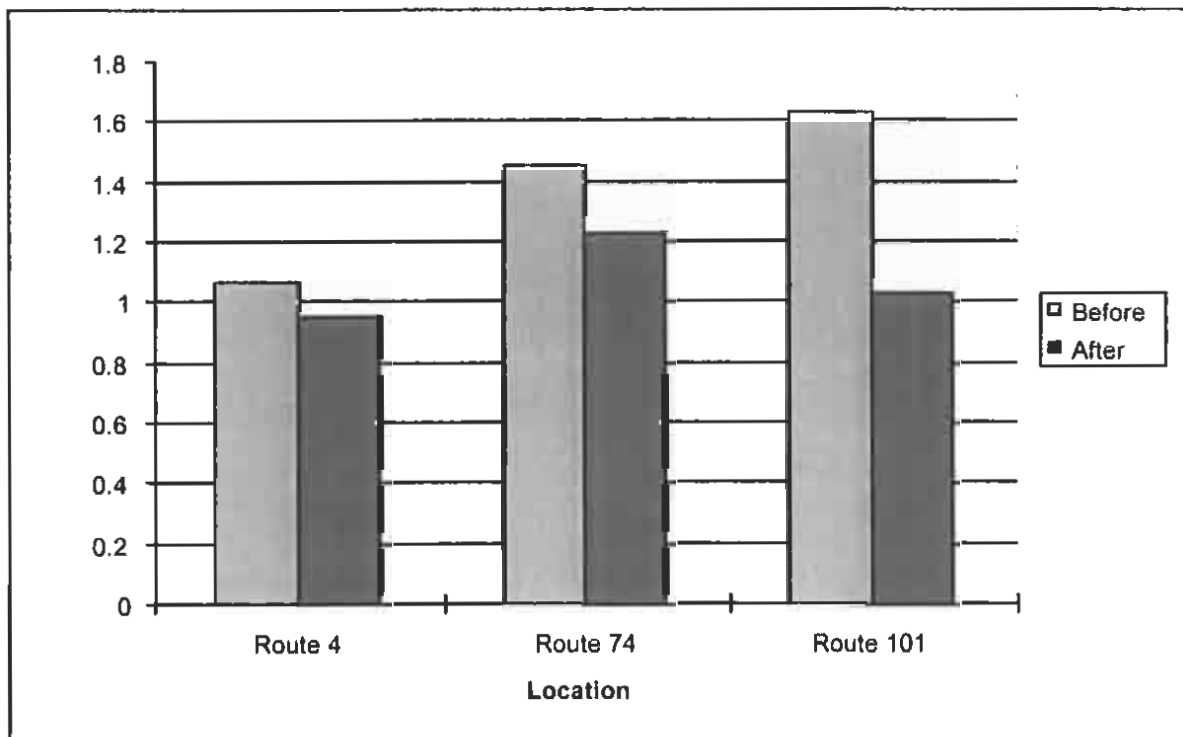
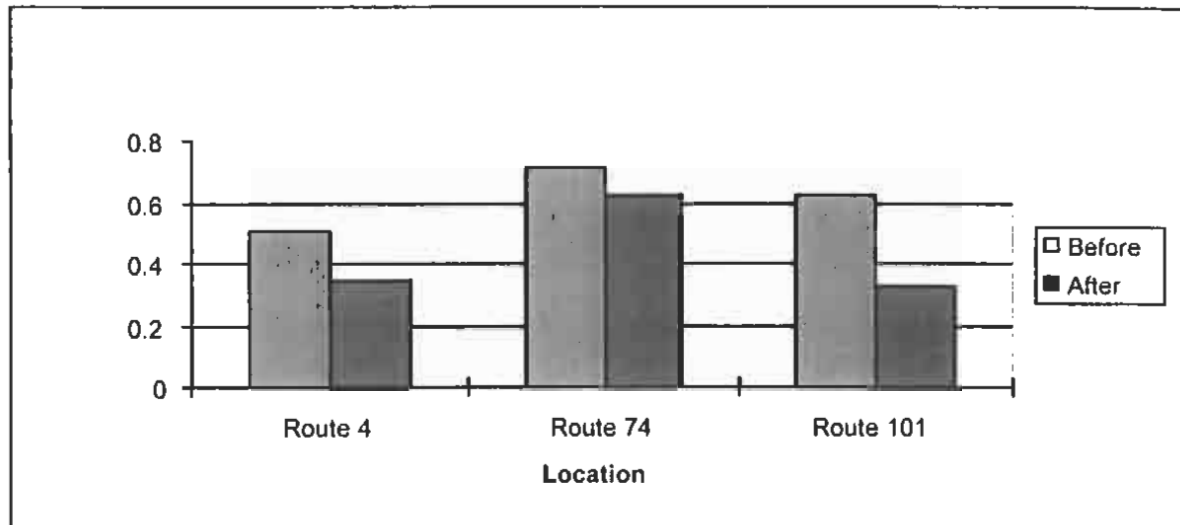


Figure 3 Fatal + Injury Accident Rate on Double Fine Zone



Impact on court caseload

The county courts with jurisdiction over the double fine zones were asked to provide us with statistics on the caseloads within the post mile limits of the double fine zones for time periods before and after the implementation of the enhanced enforcement zones. The courts in response to our request indicated that it would be very labor intensive to obtain detailed before and after citation data for specific roadway segments using their existing paper based filing systems. The following information was requested:

1. Total tickets/citations (moving violations) per month county wide. If possible, data between January 1995 through July 1995 and January 1996 through July 1996.
2. Estimated total number of tickets/citations from the double-fine area in the respective zones: Solano: Route 37; Contra Costa: Route 4; Orange: Route 74; and San Luis Obispo: Route 46.

3. Estimated total time to obtain specific information on tickets written within the zones.
4. Courts' estimate of the increase/decrease or whether there were no significant changes to the court caseload due to the double fine policy. The reasons for a change in caseload could include: change in law-enforcement and number of citations(more manpower), media coverage, construction of median barrier (Route 37), etc.

A summary of the responses received from the county courts is as shown below:

Sonoma county, Route 37

Sonoma county would not show any significant changes within the enhanced enforcement segment on Route 37. This route runs mainly through Solano county with a very short segment in the Sonoma county jurisdiction.

Solano county, Route 37

The court has no program to pull up data for any "special" sites. However, it was indicated in the court's response that a barrier has been constructed through this stretch (the double fine zone) and since that time tickets and citations have decreased. CHP could recall one fatality since the barrier was placed. If the data on citations is needed, it would have to be manually sorted and this would create a hardship for the court staff. If the Department were to send someone to review files, court approval would be needed.

Contra Costa county, Route 4

There are special designation codes in the court's database for the enhanced enforcement area enabling the court to categorize violations and identify cases if necessary. However, the more information requested the higher the report charge with report charges ranging up to \$1,000. There is no prior data for the

site for a comparison study, just the current status since the pilot was implemented. There were no criminal citations (i.e. DUI's) data available that could be flagged in the database for this zone.

San Luis Obispo County Municipal Court

A double fine zone had not been established on Route 46 at the time of this correspondence (August 1996). The following information is based on the increased activity due to increased CHP patrolling of Route 46 and 41 outside of Paso Robles. The increase in traffic citations is due to increased patrolling. Total tickets per month issued in the period for 1995 and 1996 are tabulated in Table 4.

Table 4. Citations Filed at San Luis Obispo County Municipal Court

Month	1995	1996
January	3426	5161
February	3349	3597
March	4160	3953
April	3240	3902
May	3219	3830
June	4242	5019
Total	21,636	25,462

South Orange county - Route 74

The court reports that tickets/citations for the double fine zone are not treated any differently as the sites are not given any special designation. The court's automated database system does not distinguish the double fine zone from the total ticket/citations issued. The total number of tickets issued within the county from January through July before and after the establishment of the double fine zone are tabulated in table 5.

Table 5. Total citations including infractions & misdemeanors

Duration	1995	1996
January- July	46,980	45,538

Paso Robles Municipal Court

Traffic violation citations filed in Paso Robles showed an increase between 1994/95 FY and 1995-96 FY as tabulated in table 6.

Table 6. Traffic violation citations in Paso Robles Municipal Court

	1994-95 FY	1995-96 FY	Difference
Jul. -Dec.	7857	9589	+ 1732
Jan. -Jun.	8466	11668	+3202
Total	16323	21257	+4934

Discussion

Although the accident data indicate a reduction in vehicle crashes after the implementation of double fine zone legislation, statistically meaningful conclusions could not be drawn at this time for the following reasons.

1. The number of accidents in the after period is for a short period of time (maximum one year). Considering the random nature of accident occurrence, a longer period is needed for more reliable results.
2. There are currently a limited number of road segments included in the analysis. With availability of data for Route 12 and its inclusion in the analysis and additional “after” period accident and enforcement data on double fine zone road segments, more reliable conclusions may be drawn.
3. Definitive conclusions could not be drawn at this time about the relationship between the number of citations issued and the reduction in accident rates. This is due to a lack of road segments with compatibility between the limits of the road beats which were used by CHP prior to the establishment of the enhanced enforcement zones and the reconfigured beats that were created after the double fine segments.
4. The impact of double fine zone on court caseload is not clear since it would be very labor intensive to obtain detailed before and after citation data for specific roadway segments using the paper intensive filing systems available to the courts. Some courts indicated that change in caseload resulting from the double fine zones would be negligible when all road miles within the courts jurisdiction were considered.

Recommendations

It is our recommendation that double fine zone segments be monitored for a longer period of time to enable adequate data collection and a better evaluation of the impact of the legislation.

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CHAPTER 841

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INTRODUCED BY Senator Thompson (Coauthor: Senator Boatwright) (Coauthor: Assembly Member Mazzoni)

FEBRUARY 15, 1995

An act to add and repeal Section 97 of the Streets and Highways Code, and to add and repeal Section 42010 of the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL'S DIGEST

SB 414, M. Thompson. Vehicles: violations: fines.

(1) Existing law imposes various duties on the Department of Transportation.

This bill would require the department, in consultation with the Department of the California Highway Patrol, to develop 3 pilot projects, 2 in northern California and one in southern California with the highways involved in the projects designated and identified as "Safety Enhancement-Double Fine Zones." The bill would require the department to report to the Legislature on January 1, 1998, as specified.

The bill would, in the case of specified violations relating to rules of the road and driving under the influence, double the fine, in the case of misdemeanors, and increase the fine, as specified, in the case of infractions, if the violation is committed by the driver of a vehicle within a Safety Enhancement-Double Fine Zone, except as specified.

The bill would require the department to adopt rules and regulations prescribing uniform standards for warning signs to notify motorists that increased penalties apply for traffic violations that are committed within Safety Enhancement-Double Fine Zones.

The bill would require the department or local authorities, with respect to highways under their respective jurisdictions, to place and maintain the warning signs specified above in areas that have been designated as Safety Enhancement-Double Fine Zones. Because this requirement would impose additional duties upon local authorities, the bill would impose a state-mandated local program.

The above provisions would remain in effect only until January 1, 1998, and

as of that date would be repealed, unless a later enacted statute, that is enacted on or before January 1, 1998, deletes or extends that date.

(2) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement, including the creation of a State Mandates Claims Fund to pay the costs of mandates that do not exceed \$1,000,000 statewide and other procedures for claims whose statewide costs exceed \$1,000,000.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to these statutory provisions.

SECTION 1. Section 97 is added to the Streets and Highways Code, to read:

97. (a) The department, in consultation with the Department of the California Highway Patrol, shall develop three pilot projects, two in northern California and one in southern California. The portions of the highways involved in the projects shall be designated and identified as "Safety Enhancement-Double Fine Zones" and shall be in the following locations:

(1) On Route 37, between the intersection with Route 121 and the intersection with Route 29.

(2) On Route 4, between the intersection with the Cummings Skyway and the intersection with Route 80.

(3) On Route 74, between the intersection with Route 5 and the intersection with the Riverside-Orange County line.

(b) (1) The department shall adopt rules and regulations prescribing uniform standards for warning signs to notify motorists that, pursuant to Section 42010 of the Vehicle Code, increased penalties apply for traffic violations that are committed within Safety Enhancement-Double Fine Zones. The rules and regulations adopted by the department shall include, but not be limited to, a requirement that Safety Enhancement-Double Fine Zones be identified with signs stating: "Special Driving Zone Begins Here" and "Special Driving Zone Ends Here".

(2) The department or local authorities, with respect to highways under their respective jurisdictions, shall place and maintain the warning signs specified in paragraph (1) in areas that have been designated pursuant to subdivision (a).

(3) The department shall report to the Legislature on January 1, 1998, on the results of these pilot projects, including a determination of whether the projects were successful. In its report, the department shall provide a detailed analysis on the impact of the pilot projects on highway safety, including, but not limited to, the number of accidents, traffic injuries, and fatalities in the project areas. A determination that the projects were successful shall be based upon a showing that a statistically significant decrease in the number of accidents, traffic injuries, and fatalities has occurred in the project areas.

(c) Designation of a highway as a Safety Enhancement-Double Fine Zone does not increase the civil liability of the state under Division 3.6 (commencing with Section 810) of Title 1 of the Government Code or any other provision of law relating to civil liability.

(d) The pilot projects specified in subdivision (a) shall not be elevated in priority for state funding purposes.

(e) This section shall remain in effect only until January 1, 1998, and as of that date is repealed, unless a later enacted statute, that is enacted on or before January 1, 1998, deletes or extends that date.

SEC. 2. Section 42010 is added to the Vehicle Code, to read:

42010. (a) For any offense specified in subdivision (b) that is committed by the driver of a vehicle within an area that has been designated as a Safety Enhancement-Double Fine Zone pursuant to subdivision (a) of Section 97 of the Streets and Highways Code, the fine, in a misdemeanor case, shall be double the amount otherwise prescribed, and, in an infraction case, the fine shall be one category higher than the penalty otherwise prescribed by the uniform traffic penalty schedule established pursuant to Section 40310.

(b) A violation of any of the following provisions is an offense that is subject to subdivision (a):

(1) Chapter 3 (commencing with Section 21650) of Division 11, relating to driving, overtaking, and passing.

(2) Chapter 7 (commencing with Section 22348) of Division 11, relating to speed limits.

(3) Section 23103, relating to reckless driving.

(4) Section 23104, relating to reckless driving which results in bodily injury to another.

(5) Section 23109, relating to speed contests.

(6) Section 23152, relating to driving under the influence of alcohol or a controlled substance, or a violation of Section 23103, as specified in Section 23103.5, relating to alcohol-related reckless driving.

(7) Section 23153, relating to driving under the influence of alcohol or a controlled substance, which results in bodily injury to another.

(8) Section 23220, relating to drinking while driving.

(9) Section 23221, relating to drinking in a motor vehicle while on the highway.

(10) Section 23222, relating to driving while possessing an open alcoholic beverage container.

(11) Section 23223, relating to being in a vehicle on the highway while possessing an open alcoholic beverage container.

(12) Section 23224, relating to being a driver or passenger under the age of 21 possessing an open alcoholic beverage container.

(13) Section 23225, relating to being the owner or driver of a vehicle in which there is an open alcoholic beverage container.

(14) Section 23226, relating to being a passenger in a vehicle in which there is an open alcoholic beverage container.

(c) This section applies only when traffic controls or warning signs have been placed pursuant to Section 97 of the Streets and Highways Code.

(d) Notwithstanding any other provision of law, the enhanced fine imposed pursuant to this section shall be based only on the base fine imposed for the underlying offense and shall not include any other enhancements imposed pursuant to law.

(e) This section shall remain in effect only until January 1, 1998, and as of that date is repealed, unless a later enacted statute, that is enacted on or before January 1, 1998, deletes or extends that date.

SEC. 3. Notwithstanding Section 17610 of the Government Code, if the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code. If the statewide cost of the claim for reimbursement does not exceed one million dollars (\$1,000,000), reimbursement shall be made from the State Mandates Claims Fund.

Notwithstanding Section 17580 of the Government Code, unless otherwise specified, the provisions of this act shall become operative on the same date that the act takes effect pursuant to the California Constitution.

[Image] Senate Home Page [Image] Search Bill Text

Senate Rules Committee / California State Senate / WebMaster@sen.ca.gov

SB 1367 CHAPTERED 09/13/96
CHAPTER 488

FILED WITH SECRETARY OF STATE SEPTEMBER 13, 1996
APPROVED BY GOVERNOR SEPTEMBER 12, 1996
PASSED THE SENATE AUGUST 20, 1996
PASSED THE ASSEMBLY AUGUST 12, 1996
AMENDED IN ASSEMBLY AUGUST 5, 1996
AMENDED IN SENATE APRIL 25, 1996
AMENDED IN SENATE MARCH 12, 1996

INTRODUCED BY Senator O'Connell (Coauthors: Assembly Members Bordonaro, Burton, and Mazzoni)

JANUARY 3, 1996

An act to amend Section 97 of the Streets and Highways Code, relating to vehicles, and declaring the urgency thereof, to take effect immediately.

LEGISLATIVE COUNSEL'S DIGEST

SB 1367, O'Connell. Vehicles: violations: fines.

(1) Existing law, until January 1, 1998, requires the Department of Transportation, in consultation with the Department of the California Highway Patrol, to develop 3 pilot projects, 2 in northern California and one in southern California with the highways involved in the projects designated and identified as "Safety Enhancement-Double Fine Zones" with increased fines levied for traffic violations occurring within these zones.

This bill would include the Golden Gate Bridge and a designated portion of Route 46 within the highways involved in the pilot projects. Because the inclusion of these additional routes in the pilot projects would impose certain additional duties upon local authorities, the bill would impose a state-mandated local program.

(2) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement, including the creation of a State Mandates Claims Fund to pay the costs of mandates that do not exceed \$1,000,000 statewide and other procedures for claims whose statewide costs exceed \$1,000,000.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to these statutory provisions.

(3) The bill would declare that it is to take effect immediately as an urgency statute.

SECTION 1. Section 97 of the Streets and Highways Code is amended to read:

97. (a) The department, in consultation with the Department of the California Highway Patrol, shall develop five pilot projects, three in

northern California and two in southern California. The portions of the highways involved in the projects shall be designated and identified as "Safety Enhancement-Double Fine Zones" and shall be in the following locations:

- (1) On Route 37, between the intersection with Route 121 and the intersection with Route 29.
- (2) On Route 4, between the intersection with the Cummings Skyway and the intersection with Route 80.
- (3) On Route 74, between the intersection with Route 5 and the intersection with the Riverside-Orange County line.
- (4) On Route 46, between the intersection with Route 101 and the junction with Route 41.
- (5) On the Golden Gate Bridge.

(b) (1) The department shall adopt rules and regulations prescribing uniform standards for warning signs to notify motorists that, pursuant to Section 42010 of the Vehicle Code, increased penalties apply for traffic violations that are committed within Safety Enhancement-Double Fine Zones. The rules and regulations adopted by the department shall include, but not be limited to, a requirement that Safety Enhancement-Double Fine Zones be identified with signs stating: "Special Driving Zone Begins Here" and "Special Driving Zone Ends Here."

(2) The department or local authorities, with respect to highways under their respective jurisdictions, shall place and maintain the warning signs specified in paragraph (1) in areas that have been designated pursuant to subdivision (a).

(3) The department shall report to the Legislature on January 1, 1998, on the results of these pilot projects, including a determination of whether the projects were successful. In its report, the department shall provide a detailed analysis on the impact of the pilot projects on highway safety, including, but not limited to, the number of accidents, traffic injuries, and fatalities in the project areas. A determination that the projects were successful shall be based upon a showing that a statistically significant decrease in the number of accidents, traffic injuries, and fatalities has occurred in the project areas.

(c) Designation of a highway as a Safety Enhancement-Double Fine Zone does not increase the civil liability of the state under Division 3.6 (commencing with Section 810) of Title 1 of the Government Code or any other provision of law relating to civil liability.

(d) The pilot projects specified in subdivision (a) shall not be elevated in priority for state funding purposes.

(e) This section shall remain in effect only until January 1, 1998, and as of that date is repealed, unless a later enacted statute, that is enacted on or before January 1, 1998, deletes or extends that date.

SEC. 2. Notwithstanding Section 17610 of the Government Code, if the

Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code. If the statewide cost of the claim for reimbursement does not exceed one million dollars (\$1,000,000), reimbursement shall be made from the State Mandates Claims Fund.

Notwithstanding Section 17580 of the Government Code, unless otherwise specified, the provisions of this act shall become operative on the same date that the act takes effect pursuant to the California Constitution.

SEC. 3. This act is an urgency statute necessary for the immediate preservation of the public peace, health, or safety within the meaning of Article IV of the Constitution and shall go into immediate effect. The facts constituting the necessity are:

Because of the high number of fatal accidents occurring on that portion of Route 46 and other routes to which this act applies, it is essential that they be included in the pilot projects relating to traffic safety established by Chapter 841 of the Statutes of 1995 at the earliest possible time.

[Image] Senate Home Page [Image] Search Bill Text

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AB 116 CHAPTERED 09/27/96
CHAPTER 970

FILED WITH SECRETARY OF STATE SEPTEMBER 27, 1996
APPROVED BY GOVERNOR SEPTEMBER 27, 1996
PASSED THE ASSEMBLY AUGUST 30, 1996
PASSED THE SENATE AUGUST 26, 1996
AMENDED IN SENATE AUGUST 22, 1996
AMENDED IN SENATE AUGUST 8, 1996
AMENDED IN SENATE AUGUST 5, 1996
AMENDED IN SENATE JULY 10, 1996
AMENDED IN SENATE MAY 20, 1996
AMENDED IN SENATE APRIL 24, 1996
AMENDED IN SENATE JUNE 14, 1995
AMENDED IN ASSEMBLY MARCH 2, 1995

INTRODUCED BY Assembly Member Speier

JANUARY 11, 1995

An act to add and repeal Section 7550.5 of the Government Code, relating to legislative oversight, and declaring the urgency thereof, to take effect immediately.

LEGISLATIVE COUNSEL'S DIGEST

AB 116, Speier. Legislative oversight: reports.

Existing law requires or requests state and local agencies to prepare and submit reports to the Governor or the Legislature, or both.

This bill would provide that no state or local agency would be required to prepare and submit any written report to the Legislature or the Governor until October 1, 1999, unless it is among a list of specified reports or certain circumstances exist. The act would become inoperative on October 1, 1999, and would be repealed on January 1, 2000.

The bill would declare that it is to take effect immediately as an urgency statute.

SECTION 1. Section 7550.5 is added to the Government Code, to read:

7550.5. (a) Notwithstanding any other provision of law, until October 1, 1999, no state or local agency shall be required to prepare or to submit any written report to the Legislature or the Governor unless the report is specified in subdivision (b) or any of the following circumstances exist:

- (1) The report is required either in whole or in part by a court, federal law, or regulation.
- (2) The report is required in the Budget Act.
- (3) The Legislature expressly provides that, notwithstanding this section, a written report shall be prepared and submitted.

(4) The report is necessary for preparation of the Budget Act or implementation of the Budget Act, as determined by the Department of Finance.

(b) Pursuant to subdivision (a), the reports specified in the following provisions of law shall be prepared and submitted:

- (1) Section 29 of the Business and Professions Code.
- (1.5) Section 116 of the Business and Professions Code.
- (2) Section 312 of the Business and Professions Code.
- (3) Section 327 of the Business and Professions Code.
- (4) Section 472.4 of the Business and Professions Code.
- (4.5) Section 473.2 of the Business and Professions Code.
- (5) Section 806 of the Business and Professions Code.
- (6) Section 1620 of the Business and Professions Code.
- (7) Section 1724 of the Business and Professions Code.
- (8) Section 2075 of the Business and Professions Code.
- (9) Section 2313 of the Business and Professions Code.
- (10) Section 2392 of the Business and Professions Code.
- (11) Section 2435 of the Business and Professions Code.
- (11.5) Section 2688.5 of the Business and Professions Code.
- (12) Section 2815.7 of the Business and Professions Code.
- (13) Section 3151 of the Business and Professions Code.
- (14) Section 3152 of the Business and Professions Code.
- (15) Section 3521.5 of the Business and Professions Code.
- (16) Section 4946 of the Business and Professions Code.
- (16.1) Section 4980.54 of the Business and Professions Code.
- (16.2) Section 4996.22 of the Business and Professions Code.
- (16.3) Section 5025.1 of the Business and Professions Code.
- (18) Section 5681 of the Business and Professions Code.
- (18.5) Section 7011.8 of the Business and Professions Code.
- (19) Section 7017 of the Business and Professions Code.

- (20) Section 7139.7 of the Business and Professions Code.
- (21) Section 7215.5 of the Business and Professions Code.
- (21.5) Section 7215.6 of the Business and Professions Code.
- (22) Section 10239.34 of the Business and Professions Code.
- (23) Section 10264 of the Business and Professions Code.
- (24) Section 12102 of the Business and Professions Code.
- (25) Section 18618 of the Business and Professions Code.
- (26) Section 1920 of the Civil Code.
- (27) Section 8007 of the Education Code.
- (28) Section 8179 of the Education Code.
- (28.3) Section 8182 of the Education Code.
- (28.5) Section 8280 of the Education Code.
- (29) Section 12141 of the Education Code.
- (30) Section 15750 of the Education Code.
- (31) Section 16098 of the Education Code.
- (32) Section 17330 of the Education Code.
- (32.5) Section 32242 of the Education Code.
- (33) Section 33053 of the Education Code.
- (34) Section 42263 of the Education Code.
- (35) Section 45355 of the Education Code.
- (36) Section 45357 of the Education Code.
- (39) Section 66742 of the Education Code.
- (40) Section 66743 of the Education Code.
- (41) Section 66903 of the Education Code.
- (42) Section 69615.4 of the Education Code.
- (43) Section 69944 of the Education Code.
- (44) Section 99105 of the Education Code.
- (44.5) Section 99155 of the Education Code.

- (45) Section 99181 of the Education Code.
- (46) Section 99182 of the Education Code.
- (47) Section 2079 of the Fish and Game Code.
- (48) Section 3409 of the Fish and Game Code.
- (48.1) Section 2281 of the Food and Agricultural Code.
- (48.2) Section 2282 of the Food and Agricultural Code.
- (49) Section 3333 of the Food and Agricultural Code.
- (49.1) Section 12794.5 of the Food and Agricultural Code.
- (49.2) Section 13127 of the Food and Agricultural Code.
- (49.3) Section 13127.93 of the Food and Agricultural Code.
- (49.4) Section 13135 of the Food and Agricultural Code.
- (50) Section 13144 of the Food and Agricultural Code.
- (51) Section 13152 of the Food and Agricultural Code.
- (52) Section 14104 of the Food and Agricultural Code.
- (52.1) Section 42814 of the Food and Agricultural Code.
- (52.2) Section 58591 of the Food and Agricultural Code.
- (53) Section 965.4 of the Government Code.
- (54) Section 965.65 of the Government Code.
- (55) Section 7078 of the Government Code.
- (56) Section 7086 of the Government Code.
- (57) Section 7563 of the Government Code.
- (58) Section 7585 of the Government Code.
- (59) Section 8523 of the Government Code.
- (60) Section 8574.8 of the Government Code.
- (62) Section 8878.97 of the Government Code.
- (62.1) Section 9148.4 of the Government Code.
- (62.2) Section 11371 of the Government Code.
- (63) Section 12010.6 of the Government Code.

- (64) Section 12017 of the Government Code.
- (65) Section 12020 of the Government Code.
- (66) Section 12021 of the Government Code.
- (67) Section 12080.2 of the Government Code.
- (68) Section 12170 of the Government Code.
- (69) Section 12329 of the Government Code.
- (70) Section 12439 of the Government Code.
- (71) Section 12460 of the Government Code.
- (72) Section 12461 of the Government Code.
- (73) Section 12522 of the Government Code.
- (74) Section 12805.5 of the Government Code.
- (74.5) Section 12812.5 of the Government Code.
- (75) Section 13305 of the Government Code.
- (76) Section 13308 of the Government Code.
- (77) Section 13332.04 of the Government Code.
- (78) Section 13332.10 of the Government Code.
- (79) Section 13336.5 of the Government Code.
- (80) Section 13337 of the Government Code.
- (82) Section 14523 of the Government Code.
- (83) Section 14524.15 of the Government Code.
- (84) Section 14525.6 of the Government Code.
- (85) Section 14535 of the Government Code.
- (85.5) Section 14660.1 of the Government Code.
- (86) Section 14840 of the Government Code.
- (87) Section 15323.5 of the Government Code.
- (87.5) Section 15335.11 of the Government Code.
- (88) Section 15355.3 of the Government Code.
- (88.5) Section 15363.10 of the Government Code.

- (90) Section 15364.54 of the Government Code.
- (91) Section 15378 of the Government Code.
- (92) Section 15616 of the Government Code.
- (93) Section 15646 of the Government Code.
- (94) Section 15901 of the Government Code.
- (95) Section 16725 of the Government Code.
- (96) Section 16759 of the Government Code.
- (97) Section 16855 of the Government Code.
- (98) Section 17570 of the Government Code.
- (98.5) Section 19405 of the Government Code.
- (99) Subdivision (c) of Section 19702.5 of the Government Code.
- (100) Section 19705 of the Government Code.
- (101) Section 19792.5 of the Government Code.
- (102) Section 19793 of the Government Code.
- (103) Section 19826 of the Government Code.
- (104) Section 19827.2 of the Government Code.
- (105) Section 19994.20 of the Government Code.
- (106) Section 19996.21 of the Government Code.
- (107) Section 19996.40 of the Government Code.
- (109) Section 20138 of the Government Code.
- (110) Section 20139 of the Government Code.
- (113) Section 20233 of the Government Code.
- (114) Section 22840.1 of the Government Code.
- (115) Section 22840.3 of the Government Code.
- (115.1) Section 65044 of the Government Code.
- (115.2) Section 65048 of the Government Code.
- (115.3) Section 65073 of the Government Code.
- (115.5) Section 429.84 of the Health and Safety Code.

(116) Section 1266.1 of the Health and Safety Code.

(117) Section 1596.872b of the Health and Safety Code.

(118) Section 11605 of the Health and Safety Code.

(118.5) Section 25133.5 of the Health and Safety Code.

(119) Section 25161 of the Health and Safety Code.

(129) Section 25178 of the Health and Safety Code.

(129.05) Section 25178.1 of the Health and Safety Code.

(129.1) Section 25200.14.1 of the Health and Safety Code.

(129.2) Section 25200.17 of the Health and Safety Code.

(129.3) Section 25204.6 of the Health and Safety Code.

(130) Section 25249.8 of the Health and Safety Code.

(130.5) Section 25404.6 of the Health and Safety Code.

(131) Section 39604 of the Health and Safety Code.

(132) Section 41712 of the Health and Safety Code.

(133) Section 41865 of the Health and Safety Code.

(134) Section 42311.1 of the Health and Safety Code.

(135) Section 43101 of the Health and Safety Code.

(136) Section 43101.5 of the Health and Safety Code.

(137) Section 43206 of the Health and Safety Code.

(138) Section 43701 of the Health and Safety Code.

(139) Section 44011.6 of the Health and Safety Code.

(140) Section 44021 of the Health and Safety Code.

(140.1) Section 44361 of the Health and Safety Code.

(140.2) Section 57000 of the Health and Safety Code.

(140.3) Section 59019 of the Health and Safety Code.

(140.4) Section 100340 of the Health and Safety Code.

(140.5) Section 104375 of the Health and Safety Code.

(140.6) Section 105195 of the Health and Safety Code.

(140.7) Section 105335 of the Health and Safety Code.
(140.8) Section 108875 of the Health and Safety Code.
(140.9) Section 120475 of the Health and Safety Code.
(141) Section 120910 of the Health and Safety Code.
(141.05) Section 124105 of the Health and Safety Code.
(141.1) Section 124160 of the Health and Safety Code.
(141.2) Section 124485 of the Health and Safety Code.
(141.3) Section 128195 of the Health and Safety Code.
(141.4) Section 129455 of the Health and Safety Code.
(141.5) Section 62.9 of the Labor Code.
(141.6) Section 77 of the Labor Code.
(141.7) Section 90.5 of the Labor Code.
(142) Section 98.75 of the Labor Code.
(143) Section 111 of the Labor Code.
(144) Section 139.4 of the Labor Code.
(145) Section 139.43 of the Labor Code.
(146) Section 147.2 of the Labor Code.
(147) Section 156 of the Labor Code.
(148) Section 1143 of the Labor Code.
(149) Section 3073.5 of the Labor Code.
(150) Section 3201.5 of the Labor Code.
(151) Section 3716.5 of the Labor Code.
(152) Section 5502 of the Labor Code.
(154) Section 6330 of the Labor Code.
(155) Section 6511 of the Labor Code.
(156) Section 6712 of the Labor Code.
(157) Section 7316 of the Labor Code.
(158) Section 7384 of the Labor Code.

(159) Section 7722 of the Labor Code.

(159.1) Section 989.7 of the Military and Veterans Code.

(159.2) Section 996.979 of the Military and Veterans Code.

(159.3) Section 996.993 of the Military and Veterans Code.

(159.4) Section 997.009 of the Military and Veterans Code.

(159.5) Section 998.009 of the Military and Veterans Code.

(159.6) Section 998.029 of the Military and Veterans Code.

(159.7) Section 998.049 of the Military and Veterans Code.

(159.8) Section 998.060 of the Military and Veterans Code.

(159.9) Section 998.071 of the Military and Veterans Code.

(160) Section 998.082 of the Military and Veterans Code.

(160.1) Section 998.094 of the Military and Veterans Code.

(160.2) Section 998.107 of the Military and Veterans Code.

(160.3) Section 999.7 of the Military and Veterans Code.

(160.4) Section 1011.5 of the Military and Veterans Code.

(160.5) Section 1314.5 of the Military and Veterans Code.

(160.6) Section 628.2 of the Penal Code.

(161) Section 629.12 of the Penal Code.

(162) Section 999y of the Penal Code.

(163) Section 2057 of the Penal Code.

(164) Section 2807 of the Penal Code.

(165) Section 2808 of the Penal Code.

(166) Section 4807 of the Penal Code.

(166.5) Section 6242.6 of the Penal Code.

(167) Section 7003.5 of the Penal Code.

(168) Section 7012 of the Penal Code.

(169) Section 7433 of the Penal Code.

(169.5) Section 8061 of the Penal Code.

- (170) Section 11107.5 of the Penal Code.
- (171) Section 13730 of the Penal Code.
- (172) Section 13847 of the Penal Code.
- (173) Section 10359 of the Public Contract Code.
- (174) Section 10115.5 of the Public Contract Code.
- (175) Section 5005.6 of the Public Resources Code.
- (176) Section 14542 of the Public Resources Code.
- (177) Section 14592 of the Public Resources Code.
- (177.3) Section 25306 of the Public Resources Code.
- (177.5) Section 71035.10 of the Public Resources Code.
- (177.7) Section 316 of the Public Utilities Code.
- (177.8) Section 321.6 of the Public Utilities Code.
- (178) Section 322 of the Public Utilities Code.
- (178.1) Section 765.5 of the Public Utilities Code.
- (178.2) Section 873 of the Public Utilities Code.
- (178.3) Section 7711 of the Public Utilities Code.
- (178.4) Section 8283 of the Public Utilities Code.
- (178.5) Section 9502 of the Public Utilities Code.
- (179) Section 99243.5 of the Public Utilities Code.
- (181) Section 2246 of the Revenue and Taxation Code.
- (182) Section 6377 of the Revenue and Taxation Code.
- (183) Section 8352.6 of the Revenue and Taxation Code.
- (184) Section 8352.7 of the Revenue and Taxation Code.
- (185) Section 8352.8 of the Revenue and Taxation Code.
- (186) Section 17053.49 of the Revenue and Taxation Code.
- (187) Section 21006 of the Revenue and Taxation Code.
- (188) Section 23649 of the Revenue and Taxation Code.
- (188.5) Section 30461.6 of the Revenue and Taxation Code.

- (189) Section 165 of the Streets and Highways Code.
- (190) Section 199 of the Streets and Highways Code.
- (191) Section 2154 of the Streets and Highways Code.
- (192) Section 2602 of the Streets and Highways Code.
- (193) Section 329 of the Unemployment Insurance Code.
- (194) Section 832 of the Unemployment Insurance Code.
- (195) Section 995 of the Unemployment Insurance Code.
- (196) Section 1267.5 of the Unemployment Insurance Code.
- (197) Section 1562 of the Unemployment Insurance Code.
- (198) Section 2614 of the Unemployment Insurance Code.
- (199) Section 4901 of the Unemployment Insurance Code.
- (200) Section 5007 of the Unemployment Insurance Code.
- (201) Section 5202 of the Unemployment Insurance Code.
- (202) Section 9600 of the Unemployment Insurance Code.
- (203) Section 9614 of the Unemployment Insurance Code.
- (204) Section 9616 of the Unemployment Insurance Code.
- (205) Section 10205 of the Unemployment Insurance Code.
- (206) Section 10522 of the Unemployment Insurance Code.
- (207) Section 10532 of the Unemployment Insurance Code.
- (208) Section 12141 of the Unemployment Insurance Code.
- (209) Section 15037 of the Unemployment Insurance Code.
- (210) Section 15064 of the Unemployment Insurance Code.
- (211) Section 15076.5 of the Unemployment Insurance Code.
- (212) Section 15076.7 of the Unemployment Insurance Code.
- (213) Section 15079 of the Unemployment Insurance Code.
- (214) Section 162 of the Water Code.
- (215) Section 229 of the Water Code.
- (216) Section 230 of the Water Code.

- (217) Section 232 of the Water Code.
- (218) Section 10004 of the Water Code.
- (219) Section 10010 of the Water Code.
- (220) Section 12875 of the Water Code.
- (221) Section 12879.5 of the Water Code.
- (222) Section 12890.4 of the Water Code.
- (223) Section 12928.5 of the Water Code.
- (224) Section 12929.47 of the Water Code.
- (225) Section 13467 of the Water Code.
- (225.5) Section 366.28 of the Welfare and Institutions Code.
- (226) Section 5613 of the Welfare and Institutions Code.
- (226.5) Section 5673 of the Welfare and Institutions Code.
- (227) Section 10612 of the Welfare and Institutions Code.
- (228) Section 10822 of the Welfare and Institutions Code.
- (228.1) Section 11215 of the Welfare and Institutions Code.
- (228.2) Section 11329 of the Welfare and Institutions Code.
- (228.3) Section 11462 of the Welfare and Institutions Code.
- (228.4) Section 11462.05 of the Welfare and Institutions Code.
- (228.5) Section 11465.5 of the Welfare and Institutions Code.
- (228.6) Section 11467 of the Welfare and Institutions Code.
- (228.8) Section 14094.3 of the Welfare and Institutions Code.
- (229) Section 14100.5 of the Welfare and Institutions Code.
- (230) Section 14105.42 of the Welfare and Institutions Code.
- (231) Section 14120 of the Welfare and Institutions Code.
- (232) Section 14161 of the Welfare and Institutions Code.
- (232.5) Section 16522.6 of the Welfare and Institutions Code.
- (233) Section 19106 of the Welfare and Institutions Code.
- (234) Section 2 of Chapter 1495 of the Statutes of 1988.

- (235) Section 9 of Chapter 803 of the Statutes of 1989.
- (236) Section 27.001.50 of Chapter 467 of the Statutes of 1990.
- (237) Section 2 of Chapter 469 of the Statutes of 1990.
- (238) Sections 11 and 12 of Chapter 1672 of the Statutes of 1990.
- (239) Section 16 of Chapter 747 of the Statutes of 1993.
- (240) Section 17 of Chapter 747 of the Statutes of 1993.
- (241) Section 24 of Chapter 1172 of the Statutes of 1991.
- (242) Section 5 of Chapter 1299 of the Statutes of 1992.
- (243) Section 6 of Chapter 419 of the Statutes of 1993.
- (244) Section 1 of Chapter 510 of the Statutes of 1995.
- (245) Section 24 of Chapter 638 of the Statutes of 1995.
- (246) Resolution Chapter 3 of the Statutes of 1994.

(c) Notwithstanding any other provision of law, resolution, or supplemental language, the University of California, the California State University, and the California Community Colleges shall not be required until October 1, 1999, to prepare or submit any written report to the Legislature or the Governor unless any of the following circumstances exist:

- (1) The report is required whether in whole or in part by a court, federal law, or regulation.
- (2) The report is required in the Budget Act.
- (3) The Legislature expressly provides that, notwithstanding this section, a written report shall be prepared and submitted.
- (4) The report is necessary for preparation of the Budget Act or implementation of the Budget Act, as determined by the Department of Finance.

(d) It is the intent of the Legislature that the University of California continue to prepare and submit reports specified in the following provisions of law:

- (1) Section 92724 of the Education Code.
- (2) Section 554 of the Food and Agricultural Code.
- (3) Section 597 of the Food and Agricultural Code.
- (4) Section 424.70 of the Health and Safety Code.
- (5) Section 10500.5 of the Public Contract Code.

(6) Section 10507.5 of the Public Contract Code.

(7) Section 9 of Chapter 661 of the Statutes of 1993.

(e) It is further the intent of the Legislature that the University of California, the California State University, and the California Community Colleges continue to provide reports requested through the following supplemental language or resolutions, as applicable:

(1) 1989-90 Supplemental Language regarding the report entitled "Five Year Capital Outlay Plan and Seismic Retrofit Schedule."

(2) 1985-86 Supplemental Language regarding the report entitled "Lottery Funds."

(3) 1985-86 Supplemental Language regarding the report entitled "Faculty Workload Policies."

(4) 1980-81 Supplemental Language regarding the report entitled "Post Audit Minor Capital Outlay."

(5) 1973-74 Supplemental Language regarding the report entitled "Summary of Instructional Research Space."

(6) 1970-71 and 1984-85 Supplemental Language regarding the report entitled "Deferred Maintenance."

(7) Senate Concurrent Resolution 51, 1965 and 1978-79 Supplemental Language regarding the report entitled "Faculty Salaries."

(8) 1990-91 Supplemental Language regarding the report entitled "Seismic Safety Sign Posting."

(9) 1990-91 Supplemental Language regarding the report entitled "Weapons Laboratory Regulations."

(10) 1978-79 Supplemental Language regarding the report entitled "Subject A: Report to School Boards."

(11) 1987-88 Supplemental Language regarding the report entitled "Projects Funded From Hospital Reserves."

(12) 1994-95 Supplemental Language regarding the report entitled "UC Medical Residents."

(13) 1994-95 Supplemental Language regarding the report entitled "Advancement to Tenure."

(14) 1994-95 Supplemental Language regarding the report entitled "Legal Expenses for Discrimination Defense."

(15) 1994-95 Supplemental Language regarding the report entitled "Degrees Conferred and Work-Force Needs."

(16) 1994-95 Supplemental Language regarding the report entitled "Four-Year

Degree Pledge Program."

(f) "Written report," for purposes of this section, means a document, of which the preparation and distribution to the Legislature, or the Governor, or both is mandated in statute. Any mandate exemption, pursuant to this section, shall not relieve the affected agency of the responsibility to provide available information, either in writing or orally, to the Governor or the Legislature with regard to the status of the report and any findings, if applicable.

This section shall become inoperative on October 1, 1999, and, as of January 1, 2000, is repealed, unless a later enacted statute, that becomes operative on or before January 1, 2000, deletes or extends the dates on which it becomes inoperative and is repealed.

SEC. 2. This act is an urgency statute necessary for the immediate preservation of the public peace, health, or safety within the meaning of Article IV of the Constitution and shall go into immediate effect. The facts constituting the necessity are:

A drastic reduction in state resources needed to prepare and submit reports to the Legislature requires this act to take effect immediately.

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AB 827 CHAPTERED 10/06/97
CHAPTER 709

FILED WITH SECRETARY OF STATE OCTOBER 6, 1997
APPROVED BY GOVERNOR OCTOBER 5, 1997
PASSED THE ASSEMBLY SEPTEMBER 11, 1997
PASSED THE SENATE SEPTEMBER 9, 1997
AMENDED IN SENATE SEPTEMBER 5, 1997
AMENDED IN SENATE SEPTEMBER 3, 1997
AMENDED IN SENATE AUGUST 25, 1997
AMENDED IN SENATE JUNE 23, 1997
AMENDED IN SENATE JUNE 10, 1997
AMENDED IN ASSEMBLY MAY 1, 1997
AMENDED IN ASSEMBLY APRIL 7, 1997

INTRODUCED BY Assembly Member Thomson (Coauthors: Senators Johnston and O'Connell)

FEBRUARY 27, 1997

An act amend Section 97 of the Streets and Highways Code, and to amend Section 42010 of the Vehicle Code, relating to highways, and declaring the urgency thereof, to take effect immediately.

LEGISLATIVE COUNSEL'S DIGEST

AB 827, Thomson. Highways: Safety Enhancement-Double Fine Zones.

(1) Existing law, until January 1, 1998, requires the Department of Transportation, in consultation with the Department of the California Highway Patrol, to develop specified pilot projects to designate and identify certain highway segments as "Safety Enhancement-Double Fine Zones" and impose increased fines for traffic violations occurring within these zones.

This bill would extend the date specified above to January 1, 2000.

The bill would also specify that only the base fine is to be increased pursuant to the pilot program and that any additional penalty, forfeiture, or assessment imposed by any other statute shall be based on the amount of the base fine and shall not be based on the amount of the enhanced fine imposed pursuant to the pilot program.

The bill would require the departments to develop a pilot project for a designated portion of State Highway Route 12. Because the bill would create certain additional duties for local authorities, it would impose a state-mandated local program.

(2) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement, including the creation of a State Mandates Claims Fund to pay the costs of mandates that do not exceed \$1,000,000 statewide and other procedures for claims whose statewide costs exceed \$1,000,000.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to these statutory provisions.

(3) The bill would declare that it is to take effect immediately as an urgency statute.

SECTION 1. This act is dedicated in the memory of Helen Madere, who as Vice Mayor of the City of Rio Vista and President of the Highway 12 Association, was a tireless advocate on highway safety issues and a driving force behind the establishment of a Safety Enhancement-Double Fine Zone for State Highway Route 12.

SEC. 2. Section 97 of the Streets and Highways Code is amended to read:

97. (a) The department, in consultation with the Department of the California Highway Patrol, shall develop five pilot projects, three in northern California and two in southern California. The portions of the highways involved in the projects shall be designated and identified as "Safety Enhancement-Double Fine Zones" and shall be in the following locations:

(1) On Route 37, between the intersection with Route 121 and the intersection with Route 29.

(2) On Route 4, between the intersection with the Cummings Skyway and the intersection with Route 80.

(3) On Route 74, between the intersection with Route 5 and the intersection with the Riverside-Orange County line.

(4) On Route 46, between the intersection with Route 101 and the junction with Route 41.

(5) On the Golden Gate Bridge.

(6) On Route 12, between the intersection with Walters Road in the City of Suisun and the intersection with Lower Sacramento Road in the City of Lodi.

(b) (1) The department shall adopt rules and regulations prescribing uniform standards for warning signs to notify motorists that, pursuant to Section 42010 of the Vehicle Code, increased penalties apply for traffic violations that are committed within Safety Enhancement-Double Fine Zones. The rules and regulations adopted by the department shall include, but not be limited to, a requirement that Safety Enhancement-Double Fine Zones be identified with signs stating: "Special Driving Zone Begins Here" and "Special Driving Zone Ends Here."

(2) The department or local authorities, with respect to highways under their respective jurisdictions, shall place and maintain the warning signs specified in paragraph (1) in areas designated under subdivision (a).

(3) The department shall report to the Legislature on January 1, 1998, on the results of these pilot projects, including a determination of whether the projects were successful. In its report, the department shall provide

detailed analysis on the impact of the pilot projects on highway safety, including, but not limited to, the number of accidents, traffic injuries, and fatalities in the project areas. A determination that the projects were successful shall be based upon a showing that a statistically significant decrease in the number of accidents, traffic injuries, and fatalities has occurred in the project areas.

(c) Designation of a highway as a Safety Enhancement-Double Fine Zone does not increase the civil liability of the state under Division 3.6 (commencing with Section 810) of Title 1 of the Government Code or any other provision of law relating to civil liability.

(d) (1) Only the base fine shall be enhanced pursuant to this section.

(2) Notwithstanding any other provision of law, any additional penalty, forfeiture, or assessment imposed by any other statute shall be based on the amount of the base fine before enhancement or doubling and shall not be based on the amount of the enhanced fine imposed pursuant to this section.

(e) The pilot projects specified in subdivision (a) shall not be elevated in priority for state funding purposes.

(f) This section shall remain in effect only until January 1, 2000, and as of that date is repealed, unless a later enacted statute, that is enacted on or before January 1, 2000, deletes or extends that date.

SEC. 3. Section 42010 of the Vehicle Code is amended to read:

42010. (a) For any offense specified in subdivision (b) that is committed by the driver of a vehicle within an area that has been designated as a Safety Enhancement-Double Fine Zone pursuant to subdivision (a) of Section 97 of the Streets and Highways Code, the fine, in a misdemeanor case, shall be double the amount otherwise prescribed, and, in an infraction case, the fine shall be one category higher than the penalty otherwise prescribed by the uniform traffic penalty schedule established pursuant to Section 40310.

(b) A violation of any of the following provisions is an offense that is subject to subdivision (a):

(1) Chapter 3 (commencing with Section 21650) of Division 11, relating to driving, overtaking, and passing.

(2) Chapter 7 (commencing with Section 22348) of Division 11, relating to speed limits.

(3) Section 23103, relating to reckless driving.

(4) Section 23104, relating to reckless driving which results in bodily injury to another.

(5) Section 23109, relating to speed contests.

(6) Section 23152, relating to driving under the influence of alcohol or a controlled substance, or a violation of Section 23103, as specified in Section 23103.5, relating to alcohol-related reckless driving.

(7) Section 23153, relating to driving under the influence of alcohol or a controlled substance, which results in bodily injury to another.

(8) Section 23220, relating to drinking while driving.

(9) Section 23221, relating to drinking in a motor vehicle while on the highway.

(10) Section 23222, relating to driving while possessing an open alcoholic beverage container.

(11) Section 23223, relating to being in a vehicle on the highway while possessing an open alcoholic beverage container.

(12) Section 23224, relating to being a driver or passenger under the age of 21 possessing an open alcoholic beverage container.

(13) Section 23225, relating to being the owner or driver of a vehicle in which there is an open alcoholic beverage container.

(14) Section 23226, relating to being a passenger in a vehicle in which there is an open alcoholic beverage container.

(c) This section applies only when traffic controls or warning signs have been placed pursuant to Section 97 of the Streets and Highways Code.

(d) (1) Notwithstanding any other provision of law, the enhanced fine imposed pursuant to this section shall be based only on the base fine imposed for the underlying offense and shall not include any other enhancements imposed pursuant to law.

(2) Notwithstanding any other provision of law, any additional penalty, forfeiture, or assessment imposed by any other statute shall be based on the amount of the base fine before enhancement or doubling and shall not be based on the amount of the enhanced fine imposed pursuant to this section.

(e) This section shall remain in effect only until January 1, 2000, and as of that date is repealed, unless a later enacted statute, that is enacted on or before January 1, 2000, deletes or extends that date.

SEC. 4. Notwithstanding Section 17610 of the Government Code, if the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code. If the statewide cost of the claim for reimbursement does not exceed one million dollars (\$1,000,000), reimbursement shall be made from the State Mandates Claims Fund.

Notwithstanding Section 17580 of the Government Code, unless otherwise specified, the provisions of this act shall become operative on the same date that the act takes effect pursuant to the California Constitution.

SEC. 5. This act is an urgency statute necessary for the immediate preservation of the public peace, health, or safety within the meaning of Article IV of the Constitution and shall go into immediate effect. The

facts constituting the necessity are:

In order to ensure, at the earliest possible time, that public safety is protected by enhancing the fines on sections of the highway that pose particularly hazardous conditions for unsafe drivers, it is necessary that this act take effect immediately.

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